

AMENDMENTS TO THE CLAIMS

The following listing of claims supercedes all previous listing of claims in this matter.

1. (Currently Amended) ~~A multi-unit articulated railroad car comprising an un-even number of rail car units connected in end-to-end fashion by articulated connectors mounted above railroad trucks, the railroad car having a transverse centreline, and the articulated connectors being mounted to the railcar units in a symmetrical arrangement relative to said transverse eentreline.~~ A multi-unit articulated railroad car, said multi-unit railroad car consisting of a number of rail road car units interconnected by articulated connectors, and mounted on railroad car trucks for travel along rail road tracks; said number of rail road car units of which said railroad car consists being an uneven number that is at least as great as three; and wherein said multi-unit railroad car comprises side-bearing arms mounted to said rail road car units adjacent said articulated connectors, said multi-unit railroad car has a transverse centerline; and the articulated connectors and side-bearing arms are arranged symmetrically relative to said transverse centerline.
2. (Withdrawn) The multi-unit articulated railroad car of claim 1 wherein:
one of said rail road car units is a middle rail road car unit;
each said articulated connector has a male portion and a female portion; and
said middle rail road car unit has two said male portions mounted thereto.
3. (Currently amended.) The multi-unit articulated railroad car of claim 1 wherein:
one of said rail road car units is a middle rail road car unit;
each said articulated connector has a male portion and a female portion; and
said middle rail road car unit has two of said female portions mounted thereto.
4. (Cancelled)
5. (Currently amended) The multi-unit articulated railroad car of claim 1 wherein:
one of said ~~[[railcar]]~~ rail road car units is a middle rail road car unit carried between first and second ones of said ~~[[rail]]~~ railroad car trucks, and

said middle rail road car unit has side-bearing arms mounted thereto, said side-bearing arms engaging bearing surfaces supported on said first and second trucks, said side-bearing arms being arranged symmetrically relative to said transverse centerline.

6. (Currently Amended) The multi-unit articulated railroad car of claim 1 wherein at least one of said rail road car units has a well defined therein for accommodating intermodal cargo.

7. (Currently amended) A multi-unit articulated intermodal railroad car [[comprising:]] consisting of a number of interconnected rail road car units, the number of units of which said railroad car consists being an uneven number;

said number of interconnected rail road car units including at least first, second and third rail road car units carried on a plurality of rail car trucks;

said railroad car having a middle rail road car unit, said second rail road car unit being said middle rail road car unit;

said railroad car having a transverse central plane bisecting said middle rail road car unit; the first rail road car unit being joined to the second rail road car unit at a first articulated connection mounted to a first of said trucks and the second rail road car unit being joined to the third rail road car unit at a second articulated connection mounted to a second of said trucks;

each articulated connection having a male articulated connector portion associated with the end of one rail road car unit and a mating female articulated connector portion associated with the end of an adjacent rail road car unit;

the second rail road car unit having a first end adjacent the first rail road car unit and a second end adjacent the third rail road car unit~~[[,]]~~;

the second ~~[[railcar]]~~ rail road car unit being chosen from the set of ~~[[railcar]]~~ rail road car units having (a) male articulated connector portions at both of said first and second ends thereof; and (b) female articulated connector portions at both of said first and second ends thereof;

the first and third rail road car units each having an end adjacent the second rail road car unit, the first and third rail road car unit ends each having a mating articulated connector portion engageable with the respective articulated connector portion of the first and second ends of the second rail road car unit;

the second rail road car unit having a first pair of side-bearing arms mounted to the first end thereof and a second pair of side-bearing arms mounted to the second end thereof;
the first rail road car unit end having a third pair of side-bearing arms mounted thereto for

locating opposite the first pair of side-bearing arms; and
the third rail road car unit end having a fourth pair of side-bearing arms mounted thereto for
locating opposite the second pair of side-bearing arms;
the first, second, third and fourth pairs of side-bearing arms being arranged symmetrically
relative to said transverse plane.

8. (Currently Amended) The multi-unit articulated intermodal railroad car of claim 7 wherein:
the articulated connector portion mounted to each end of the second rail road car unit is a
female articulated connector portion; and
the articulated connector portions mounted to the first and third rail road car unit ends are
male articulated connector portions.
9. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 7 wherein:
the articulated connector portion mounted to each end of the second rail road car unit is a
male articulated connector portion; and
the articulated connector portion mounted to the first and third rail road car unit ends are
female articulated connector portions.
10. (Cancelled)
11. (Currently Amended) The multi-unit articulated intermodal railroad car of claim ~~[[10]]~~ 8
wherein:
each side-bearing arm has a proximal end connected to a respective end of a rail road car
unit and a distal end;
the side-bearing arms of the first pair are spaced away from each other a first distance
measured center-to-center at the proximal ends thereof;
the side-bearing arms of the second pair are spaced away from each other a second distance
measured center-to-center at the proximal ends thereof, the second distance being
equal to the first distance;
the side-bearing arms of the third pair are spaced away from each other a third distance
measured center-to-center at the proximal ends thereof; and
the side-bearing arms of the fourth pair are spaced away from each other a fourth distance
measured center-to-center at the proximal ends thereof; the fourth distance being
equal to the third distance.

12. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 11 wherein the third distance is greater than the first distance.
13. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 12 wherein: the first pair of side-bearing arms is nested within the third pair of side-bearing arms; and the second pair of side-bearing arms is nested within the fourth pair of side-bearing arms.
14. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 12 wherein: the first pair of side-bearing arms lies laterally inboard of the third pair of side-bearing arms; and
the second pair of side-bearing arms lies laterally inboard of the fourth pair of side-bearing arms.
15. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 14 wherein: the side-bearing arms of the first pair extend away from the first end of the second road rail car unit in a mutually diverging manner; and
the side-bearing arms of the third pair extend away from the third road rail car unit end in a mutually diverging manner.
16. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 12 wherein: the first pair of side-bearing arms lies between the third pair of side-bearing arms; and the second pair of side-bearing arms lies between the fourth pair of side-bearing arms.
17. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 16 wherein the third distance is less than or equal to about 70 inches; and the first distance is at least about 42 inches.
18. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 17 wherein the third distance is 60 inches and the first distance is 42 inches.
19. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 17 wherein the third distance is 52 inches and the first distance is 48 inches.
20. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 16 wherein: the side-bearing arms of the first pair extend substantially perpendicular to the first end of

the second road rail car unit; and
the side-bearing arms of the third pair extend away from the third road rail car unit end in a mutually diverging manner.

21. (Withdrawn) The multi-unit articulated intermodal railroad car of claim [[12]] 11 wherein the first distance is greater than the third distance.
22. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 21 wherein:
the third pair of side-bearing arms is nested within the first pair of side-bearing arms; and
the fourth pair of side-bearing arms is nested within the second pair of side-bearing arms.
23. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 21 wherein:
the third pair of side-bearing arms lies laterally inboard of the first pair of side-bearing arms;
and
the fourth pair of side-bearing arms lies laterally inboard of the second pair of side-bearing arms.
24. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 23 wherein:
the side-bearing arms of the first pair extend away from the first end of the second road rail car unit in a mutually diverging manner; and
the side-bearing arms of the third pair extend away from the third rail road car unit end in a mutually diverging manner.
25. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 21 wherein:
the third pair of side-bearing arms lies between the first pair of side-bearing arms; and
the fourth pair of side-bearing arms lies between the second pair of side-bearing arms.
26. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 25 wherein the first distance is less than or equal to about 70 inches; and the third distance is at least 42 inches.
27. (Withdrawn) The multi-unit articulated railroad car of claim 26 wherein the first distance is 60 inches and the third distance is 42 inches.
28. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 26 wherein the first distance is 52 inches and the third distance is 48 inches.

29. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 25 wherein: the side-bearing arms of the third pair extend substantially perpendicular to the third rail road car unit end; and the side-bearing arms of the first pair extend away from the first end of the second rail road car unit in a mutually diverging manner.
30. (Original) The multi-unit articulated intermodal railroad car of claim 11 wherein the first distance is equal to the third distance.
31. (Currently Amended) The multi-unit articulated intermodal railroad car of claim 30 wherein: the side-bearing arms of the first pair extend substantially perpendicular to the first end of the second rail road car unit; the side-bearing arms of the second pair extend substantially perpendicular to the second end of the second rail road car unit; the side-bearing arms of the third pair extend substantially perpendicular to the third rail road car unit end; the side-bearing arms of the fourth pair extend substantially perpendicular to the fourth rail road car unit end.
32. (Original) The multi-unit articulated intermodal railroad car of claim 31 wherein: the distal ends of the side-bearing arms of the first pair are aligned with the distal ends of the third pair of side-bearing arms; and the distal ends of the side-bearing arms of the second pair are aligned with the distal ends of the fourth pair of side-bearing arms.
33. (Previously amended) The multi-unit articulated intermodal railroad car of claim 31 wherein the first distance is in the range of 50 inches to 70 inches.
34. (Original) The multi-unit articulated intermodal railroad car of claim 33 wherein the first distance is 50 inches.
35. (Original) The multi-unit articulated intermodal railroad car of claim 33 wherein the first distance is 70 inches.

36. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 32 wherein: the side-bearing arms of the first and third pairs are mutually engaging; the side-bearing arms of the first pair has an upwardly facing bearing surface; and the side-bearing arms of the third pair has a downwardly facing bearing surface.
37. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 32 wherein: the side-bearing arms of the first and third pairs are mutually engaging; the side-bearing arms of the first pair has a downwardly facing bearing surface; and the side-bearing arms of the third pair has an upwardly facing bearing surface.
38. (Currently Amended) The multi-unit articulated intermodal railroad car of claim [[10]] 8 wherein each articulated connection is carried at a first height above TOR; and the side-bearing arms of each pair are carried at a second height above TOR.
39. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 38 wherein the second height is greater than the first height.
40. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 39 wherein the second height is 37 inches above TOR.
41. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 39 wherein the second height is 44 inches above TOR.
42. (Original) The multi-unit articulated intermodal railroad car of claim 38 wherein the second height is substantially equal to the first height.
43. (Withdrawn) A multi-unit articulated intermodal railroad car comprising: first, second, third, fourth and fifth rail road car units carried on a plurality of rail car trucks; the first rail road car unit being joined to the second rail road car unit at a first articulated connection, the second rail road car unit being joined to the third rail road car unit at a second articulated connection, the third rail road car unit being joined to the fourth rail road car unit at a third articulated connection, the fourth rail road car unit being joined to the fifth rail road car unit at a fourth articulated connection; each articulated connection having a male articulated connector portion associated with the end of a rail road car unit and a mating female articulated connector portion

- associated with the end of an adjacent rail road car unit;
- the first rail car unit having an end adjacent the second rail road car unit, the first rail road car unit end having one of the male and female articulated connector portions mounted thereto;
- the fifth rail road car unit having an end adjacent the fourth rail road car unit, the fifth rail road car unit end having one of the male and female articulated connector portions mounted thereto; the articulated connector portion of the fifth rail road car unit end being identical to the articulated connector portion of the first rail road car unit end;
- the third rail road car unit having a first end adjacent the second rail road car unit and a second end adjacent the fourth rail road car unit, the first and second ends each having one of the male and female articulated connector portions mounted thereto, the articulated connector portion mounted to the first end of the third rail road car unit being identical to the articulated connector portion mounted to the second end thereof.
44. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 43 wherein the articulated connector portion mounted to each end of the third rail road car unit is a female articulated connector portion.
45. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 44 wherein the articulated connector portions mounted to the first and fifth rail road car unit ends are male articulated connector portions.
46. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 44 wherein the articulated connector portions mounted to the first and fifth rail road car unit ends are female articulated connector portions.
47. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 43 wherein the articulated connector portion mounted to each end of the third rail road car unit is a male articulated connector portion.
48. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 47 wherein the articulated connector portions mounted to the first and fifth rail road car unit ends are female articulated connector portions.

49. (Withdrawn) The multi-unit articulated intermodal railroad car of claim 47 wherein the articulated connector portions mounted to the first and fifth rail road car unit ends are male articulated connector portions.